

**DISPATCH**CLASSIFICATION  
**SECRET**

PROCESSING ACTION

TO

CHIEF OSA (ATTN: [REDACTED])

MARKED FOR INDEXING

INFO.

NO INDEXING REQUIRED

FROM

CHIEF [REDACTED]

ONLY QUALIFIED DESK  
CAN JUDGE INDEXING

MICROFILM

SUBJECT

Aircraft Accident

ACTION REQUIRED - REFERENCES

1. [REDACTED] Aircraft #126 was destroyed in an accident on 28 December 1965. The USAF Accident Investigating Board completed its investigation on 6 January 1966.

2. My comments with respect to the findings and recommendations of this board are keyed to the report as outlined below:

C. FINDINGS:

- ✓ C1 - Agree
- ✓ C2 - Contributing Causes
- ✓ C2a - Agree
- ✓ C2b - Agree
- ✓ C3 - Additional Findings
- ✓ C3a - Agree
- ✓ C3b - Agree
- 2 ✓ C3c - Agree
- ✓ C3d - Agree
- ✓ C3e - Agree
- ✓ C3f - Agree
- 2 ✓ C3g - No Comment
- ✓ C3h - Agree
- ✓ C3i - Agree
- ✓ C3j - Agree
- ✓ C3k - True

CROSS REFERENCE TO

DISPATCH SYMBOL AND NUMBER

DATE

USAF review(s) completed.

CLASSIFICATION

HQS FILE NUMBER

**SECRET**

CONTINUATION OF  
DISPATCH

CLASSIFICATION

DISPATCH SYMBOL AND NUMBER

~~SECRET~~

25X1

C31 - Agree

D. RECOMMENDATIONS:

1. Complied with
2. The following has been accomplished as a beginning:
  - a. A 80 hour course of instruction has been established for all mechanics. It is operating on a five day basis. The first students are those with no prior training on this type airplane.
  - b. A 40 hour course of instruction for supervisors and inspectors is underway at this time. It is also on a five day basis. A training record system has been developed to insure that all personnel receive this training as well as refresher courses at periodic intervals.
3. The aircraft engineer has been charged with this responsibility.
4. A revised sheet which indicates fuel in each tank and computation is made to determine the weight and balance has been developed and is in use.
5. A study has been completed which indicates a small tower adjacent to the runway is the best location to record both take-offs and landings. I have approved the construction of a suitable shelter facility adjacent to the runway which will also meet clearance criteria. Eastman Kodak is assisting us in the selection of the best available camera and type of film to use. Qualified photographers (Military and/or Civilian) are now operating the camera in lieu of the Mobile Control Officer.
6. A preliminary inspection of known areas (Murphy) has been accomplished on all aircraft. The LAC is reviewing the entire aircraft design to insure that all existing situations of this type are discovered and checked. All aircraft will be inspected any time a new item is uncovered.
7. Service Bulletin 888 requires color coding of all aircraft systems and is impossible to accomplish 100% without disassembly of major portions of the aircraft. The maintenance supervisors and inspectors have been instructed to comply with and/or check for compliance wherever system components are removed and access can realistically be gained for compliance. We will continue to check for compliance but it is not possible to predict a 100% completion date.
8. Service Bulletin records for all aircraft have been reviewed. There are an average of 50 bulletins "open" per aircraft. Timely compliance with Service Bulletins will continue to receive detailed attention.
9. The importance of this subject is being emphasized on a continuing basis. It is a specific subject in the ground school course and supervisory and inspection personnel are emphasizing it during inspections.

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<b>CONTINUATION OF DISPATCH</b>	<b>CLASSIFICATION</b> <del>SECRET</del>	<b>DISPATCH SYMBOL AND NUMBER</b> <div style="border: 1px solid black; width: 100px; height: 20px;"></div>	25X1
<p>10. Types and numbers of checklists are being expanded as rapidly as possible. The need for their utilization is a special subject of indoctrination.</p> <p>11. Two engineers are working on a full time basis to develop the required checklists and/or expand on existing ones as appropriate.</p> <p>12. This is being complied with as quickly as practicable. Our recent insistence upon immediate compliance with Service Bulletin 868 is a case in point.</p> <p>13. Action is being taken to develop flush mounts. An interim procedure has been developed wherein specific tests insure the protruding ports are properly fitted.</p> <p>14. Complied with.</p> <p>15. Concur in the recommendation. This same basic deficiency of an inadequate crash recorder came upon #133.</p> <p>3. Additional personnel have been authorized this Detachment by headquarters to assist in the management of <span style="border: 1px solid black; display: inline-block; width: 100px; height: 15px;"></span> maintenance activities. In addition, a number of coordinated organizational changes are being effected within the DCM and contractor personnel structure including changes to lines of responsibility and functional areas. We believe these changes will improve our supervision. It will take time for the expected benefits to be felt.</p>			
<p><b>DISTRIBUTION:</b></p> <p>Hq - Original &amp; 2 (D/OSA &amp; #2 D/FA)</p> <p>Series B</p> <p>cy #1 - C/MD/OSA</p> <p>cy #2 - D/Tech <span style="border: 1px solid black; display: inline-block; width: 100px; height: 15px;"></span></p>			
<div style="text-align: right;">25X1A</div>			
<b>FORM 53a</b> <small>9-64 (40)</small>	<b>CLASSIFICATION</b> <del>SECRET</del>	<input type="checkbox"/> CONTINUED	<b>PAGE NO.</b> 3